CHAPTER 132. PERFORMANCE/EVALUATION/INSPECTION AND ASSESSMENT OF A PART 121 AIR CARRIER'S OUTSOURCE MAINTENANCE SYSTEM

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES AND AIR TRANSPORTATION OVERSIGHT SYSTEM (ATOS) REPORTING ELEMENT.

A. ATOS Reporting. All surveillance elements are to be documented in accordance with (IAW) Federal Aviation Administration (FAA) Order 8400.10, Air Transportation Operations Inspector's Handbook, appendix 6.

B. Non-ATOS Air Carrier Reporting. All inspections activities are to be documented IAW the PTRS procedures manual and supplemental guidance found in this chapter.

C. Maintenance:

- *Facility Evaluation* (ALL): 3338
- *Facility Surveillance* (Non-substantial Maintenance Provider (SMP)): 3624
- *Facility Surveillance* (SMP): 3640

D. Avionics:

- *Facility Evaluation* (ALL): 5338
- *Facility Surveillance* (Non-SMP): 5624
- *Facility Surveillance* (SMP): 5640

3. OBJECTIVE. This chapter provides guidance in the performance evaluation/inspection and assessment of the air carrier's outsourced maintenance program/system. The air carrier has the ultimate responsibly over and must validate that it's outsource maintenance providers (OMP) are servicing and maintaining its aircraft, airframes, engines, propellers, appliances, emergency equipment, and parts thereof. IAW the documented policies and procedures in the air carrier's manual.

NOTE: This chapter is not intended to provide guidance for evaluating a certified repair station for compliance with Title 14 of the Code of Federal Regulations (14 CFR) part 145. It is intended to provide guidance for verifying the effectiveness of 14 CFR part 121 air carriers outsource maintenance program/system and to ensure the maintenance provider performs all work in accordance with the part 121 air carrier's Continuous Airworthiness Maintenance Program (CAMP).

5. GENERAL.

A. Air Carrier Responsibilities. An air carrier must comply with all applicable regulations and standards prescribed by the Administrator including its duty to provide service with the highest possible degree of safety in the public interest. Compliance with the regulations means compliance with the full intent of the regulations as articulated in regulatory preambles and affiliated documents. To meet its statutory obligations, an air carrier is responsible for designing its operating systems so that known hazards and risk factors in the environment are controlled and managed. Safety management, quality assurance, and quality control are responsibilities of the air carrier.

(1) Holders of certificates issued under part 121 may make arrangements with other individuals or organizations to perform maintenance on the certificate holders' airplanes in accordance with part 121, § 121.363. However, this does not relieve the certificate holder of the primary responsibilities specified in § 121.363 (a).

(2) While properly managed outsourcing of maintenance can be a safe, effective, and efficient means of accomplishing required maintenance actions, the certificate holder retains the responsibility for the airworthiness of its airplanes. The certificate holder must ensure that it, and those with whom it makes arrangements to perform maintenance activities, have adequate organizations (§ 121.365(a)), competent personnel and adequate facilities (§ 121.367(b)),

and that all maintenance is performed IAW the certificate holder's manual (§ 121.367(a)).

NOTE: The air carrier's airworthiness responsibility does not stop at the original OMP; it continues with the sub-contractors of the original OMP. The air carrier must address these second- and third-level OMP issues and how the air carrier's CAMP requirements are accomplished at all levels of OMP.

(3) Part 121 air carriers should establish, in a specific section or chapter of its manual, the policies and procedures to administer, control, direct, and distribute the required information to the maintenance providers and also ensure the proper performance of the work conducted by maintenance providers. These policies and procedures must enable an outsource maintenance provider to operate as an extension of the air carrier's maintenance organization. One way this is accomplished is for the air carrier to have documented policies and procedures in their manual to review, evaluate, and accept or reject all maintenance providers maintenance programs and or standard operating procedures. The method or procedures used for this evaluation process and the distribution methods of this process (including all other information dissemination required for the proper performance of the air carrier's maintenance by the maintenance provider) should be in the outsource maintenance section or chapter within the air carrier's manual.

(4) The certificate holders' Continuing Analysis and Surveillance Systems (CASS) is one of the primary controls of the air carrier's outsourced maintenance and shall validate the performance and effectiveness of providers of outsourced maintenance activities.

7. PLANNING.

A. Analyses. Analyses that support decisionmaking should use data that is a representative of the air carrier's outsource maintenance program/system and processes. This requires that enough valid data be collected to ensure that conclusions represent systemic, rather than isolated, issues. Sampling does not always mean that a large number of observations must be taken. Even many individual observations may fail to provide a clear picture of the certificate holder's operations if they do not represent the full range of its locations, shifts, and work activities. Further assistance on sampling can be obtained by contacting the Flight Standards Safety Analysis Information Center at AFS-900 Flight Standards, Certification and Surveillance Division.

(1) Before designing a surveillance plan, the principal inspector (PI) must verify that OpSpecs D091, and the list of authorized vendors in the air carrier's manual required in accordance with § 121.369(a), are complete and accurate.

(2) The completed surveillance plan will provide a representative sample of repair stations that perform substantial maintenance and other facilities, both certificated and noncertificated, where maintenance may be performed. Inspectors must determine the number and locations of observations to allow them to make informed judgments about the overall performance of the air carrier's program.

B. Targeting Activity. Action plans will be developed in accordance with ATOS or Surveillance and Evaluation Program guidance, as appropriate, with focused surveillance and certificate management activities that directly address the issues found. Principal airworthiness inspectors (PAI) track the air carrier's corrective actions on areas of identified risk and, where necessary, elevate concerns to appropriate levels of FAA management (e.g., office, region, headquarters). The one primary objective of targeting plans should be to focus surveillance activities on OpSpec D091 outsource maintenance provider/facilities.

(1) Selection of facilities to visit should include those facilities that provide the highest volume of maintenance activity for the air carrier, perform the most critical maintenance, or show other indications of risk (e.g., past performance problems, enforcements, problems recorded by inspectors from other CHDOs). The SPAS provides records of observations made by inspectors from other CHDOs.

(2) Evaluate the air carrier's operating environment, including type and complexity of aircraft fleets, maintenance arrangements, such as amount, type, and sources of maintenance outsourcing, management structure, and financial status.

(3) Evaluate resources; such as available maintenance audit personnel and capabilities of the air carrier's CASS with respect to outsourced maintenance oversight. Data previously collected to evaluate the CASS ATOS SAI and EPI 1.3.11 program can and, if available,

should be included in the evaluation of the certificate holder's management and oversight of outsourced maintenance.

(4) Any issues or concerns related to the air carrier's ability to manage its network of maintenance contractors will be recorded in the appropriate risk management tool (Module 7/8 for ATOS, SEP Risk Worksheets for non-ATOS) for tracking and action planning.

(a) Non-ATOS PIs will review risk indicators using system 8 of the Surveillance and Evaluation Assessment Tool. SEP tools may be obtained online at http://cset.faa.gov/sep.htm.

(b) Additional information can be found in the Safety Performance Analysis System Repair Station Analytical Model. This tool will provide the inspecting aviation safety inspector (ASI) with information that will be useful before and during the inspection.

(2) Pre-Inspection Responsibilities. Accomplishing surveillance of outsource maintenance providers at an organization/facility outside the geographic boundaries of the CHDO will require in some cases for the PAI to coordinate local management to request assistance as necessary from the Flight Standards District Office (FSDO) with certificate management responsibility of a repair station or the noncertificated entity that is to be inspected within their geographic boundaries. In addition, where individual CHDOs lack resources to visit distant or foreign maintenance facilities, regions may find it advantageous to form joint teams to evaluate facilities that serve a number of air carriers in the region. Before inspecting an outsource maintenance providers, the inspecting ASI should:

(a) Review the contract between the operator and the outsource provider (if applicable). Contract maintenance agreements change routinely. Ensure the agreements stated in the contract are in accordance with the procedures in the air operator's manual (Continuous Airworthiness Maintenance Program).

(b) A geographical inspector conducting the inspection on behalf of the certificate management office (CMO)/CHDO should contact one of the air operator's PI to discuss the scope of the inspection.

(c) Obtain List of Management Personnel. Before the inspection, the ASI should obtain a listing (including telephone numbers) of management personnel at the outsource facility. If the facility is a certificated repair station, the ASI may attain a listing of management personnel from SPAS.

(d) Coordination. If the outsource maintenance provider is the holder of a part 145 repair station certificate, the ASI should make every effort to contact the PI assigned to the repair station and advise the PI of the planned inspection.

(e) Inspections Outside the United States. During the early planning phase of the trip, the inspecting ASI should contact the U.S. Department of State. The Web site is http://www.travel.state.gov. The ASI may review any travel advisories that may exist for the country that will be visited. Restrictions must be addressed and visas must be attained before departure. A minimum of 30 days is recommended. ASIs should process their travel plans in accordance with their region's polices, normally through the regional operations center.

NOTE: Travel to any foreign country requires a security briefing per the guidance found in FAA Order 1600.61, Foreign Travel Briefing and Contact Reporting Requirements for FAA, and Contractor Employees.

(f) If Outsource Maintenance Provider Facility is Located Outside the United States with a Bilateral Aviation Safety Agreement (BASA)-Maintenance Implementation Procedure (MIP) Approval. During the planning phase of your visit to a repair station/outsource maintenance provider that is located in a country that has a BASA with an associated MIP with the United States, it is most important that before your visit, contact is made with the International Field Office (IFO) and the repair station's PI. The inspecting ASI and the repair station PI should discuss the scope and intent of the inspection. An invitation may be extended to the National Aviation Authority (NAA) to accompany the inspecting ASI or inspecting team during the visit.

(g) Outsource Maintenance Facility Located Outside the United States in a Country that does not have a BASA-MIP Approval. Before your visit, it is most important that contact is made with the IFO and the repair station's PI, so the inspecting ASI and the repair station PI can discuss the scope and intent of the inspection. An invitation may be extended to the NAA to accompany the inspecting ASI or inspecting team during the visit.

(h) Transport Canada: Approved Maintenance Organization (AMO) Visit. It is most important that during the planning phase of the inspection, the inspecting ASI notify the Canadian liaison in one of the applicable FSDO. The notification should be emailed" to the international field unit (IFU) with geographic responsibility for Canadian AMOs and facilities as follows:

(1) Anchorage FSDO w/ responsibility for areas North of longitude 52° N. and West of latitude 100°W.

(2) Seattle FSDO, Liaison. w/ responsibility for areas South of longitude 52°N and West of latitude 100°W.

(3) Albany FSDO Liaison w/ responsibility for areas East of latitude 76° W in Canada.

(4) New York IFO with responsibility for areas east of latitude 100°W.

(5) Rochester FSDO liaison, with responsibility for areas West of latitude 76° W and East of latitude 100°W in Canada.

NOTE: All questions concerning AMO areas of responsibility should be directed to AFS-50.

NOTE: The FAA liaison located at the designated IFUs should be able to coordinate the visit with Transport Canada (TC) and the AMO management.

N. An invitation may be extended to the NAA (in this case it would be TC) to accompany the inspecting ASI or inspecting team during the visit.

9. PERFORMING THE TASK.

A. Performance Assessment/Inspection of the Air carriers Outsource Maintenance Program/System. The use of the ATOS EPI DCT for Element 1.3.7, Outsource Organization, is a requirement for the performance assessment/inspection of part 121 operators outsource maintenance program/system. Element 1.3.7 Performance Inspection provides guidance for conducting inspections to validate system performance. Sampling of representative contract maintenance facilities will be conducted with emphasis on validating compliance with the designed program on the part of both air carrier and contractor personnel. These inspections will also be used to validate the effectiveness of the procedures, controls, and process measures that are designed into the program.

B. One of the primary objectives in accomplishing these performance assessments well be to focus surveillance activities on OpSpec D091 outsource maintenance provider/facilities. Certificate management oversight responsibility of part 121 is to validate the performance of the air carrier's outsourced maintenance management and contractor oversight through field surveillance at the air carrier's facilities and in the facilities of selected contractors. Inspectors will select and visit a representative sample of locations where outsourced maintenance is conducted to evaluate the performance of the certificate holder's management and oversight of those maintenance activities. Where required, PAIs will request geographic support for field visits of selected facilities.

NOTE: When applicable and practicable, coordinate surveillance plans and results with PAIs responsible for contractor repair stations.

C. Selection of facilities to visit should include those facilities that provide the highest volume of maintenance activity for the air carrier, perform the most critical maintenance, or show other indications of risk (e.g., past performance problems, enforcements, problems recorded by inspectors from other CHDOs). The SPAS provides records of observations made by inspectors from other CHDOs. Where individual CHDOs lack resources to visit distant or foreign maintenance facilities, regions may find it advantageous to form joint teams to evaluate facilities that serve a number of air carriers in the region.

D. A good management and oversight program for outsourced maintenance is essential; but the program will not function effectively unless adequate resources are applied to it. PAIs should evaluate the areas listed below and any other resource issues that could potentially impair the air carrier's ability to oversee outsourced maintenance activities.

(1) Is the size of the maintenance provider's quality assurance (QA) department adequate for the work intended?

(2) Is the air carrier's oversight of the maintenance provider adequate?

(3) Review of the air carriers CASS audits and/or Reliability reports (if applicable) of the maintenance provider to ensure discrepancies are corrected and the maintenance

provider exhibits the ability to use air carrier's CASS/reliability reporting system;

(4) Available documentation and recordkeeping of QA activities;

(5) Available engineering and analytical personnel;

(6) Information Technology (IT) resources for data collection and analysis specified in the air carrier's program;

(7) Special emphasis will be placed on maintenance providers' compliance with all provisions of the air carrier's maintenance instructions, training of maintenance personnel, and the air carrier's onsite management and oversight of maintenance activities performed by contractors to include QA and required inspection item (RII) personnel; and

(8) Evaluate the maintenance provider's in-process inspection per 8300.10, Airworthiness Inspector's Handbook, volume 3, chapter 8, of the work performed by the maintenance provider for the air carrier to ensure that the work performed, from the time it was received until it is returned to service, is performed in accordance with the air carriers CAMP.

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SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR parts 43, 121, and 145, as applicable
- Successful completion of the Airworthiness Inspector Indoctrination course(s) or equivalent
- For ATOS ASIs only: successful completion of the ATOS inspector course

B. Coordination. None.

3. REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- 14 CFR Parts 43, 119, 121, 135, and 145
- Title 49 of the Code of Federal Regulations (49 CFR) part 180
- Air carrier's maintenance manual and manual system
- Applicable Advisory Circular (AC) 120-79, Developing and Implementing a Continuing Analysis and Surveillance System
- ATOS Safety EPI: 1.3.7 Outsource Organization
- SAI & EPI 1.3.7: Outsource Organization
- SAI & EPI 1.3.11: CASS
- Specific Regulatory Requirements (SRR): SRRs list are included with each SAI and EPI. Order 8300.1, Volume 1, Chapter 16, Evaluating Part 121 Air Carrier Programs With Safety Attribute Inspection (SAI) and Element Performance Inspection (EPI) Data Collection Tools (DCT)
- Order 8300.10, Volume 2, Chapter 64, Evaluate Continuous Airworthiness Maintenance Program/Revision
- 8300.10, Vol. 2, Ch. 65, Evaluate Continuing Analysis and Surveillance Program/Revision
- 8300.10, Vol. 3, Ch. 8, Conduct a Detailed Process/Task Inspection
- 8300.10, Vol. 3, Ch. 37, Monitor Continuing Analysis and Surveillance Program/Revision

B. Forms:

- FAA Form 8400-8, Operations Specifications

C. Job Task Analysis:

- JTA: 2.3.25

5. PROCEDURES. Additional policy and guidance with the oversight of air carriers outsource maintenances program/system can be found in Order 8300.10, volume 2, chapters 64, 65, 69, and volume 3, chapters 8 and 37. Chapter 69 provides guidance for the air carrier's responsibility to ensure all maintenance performed by it or other persons is performed in accordance with the air carrier's CAMP. Chapter 8 provides guidance for in-process task inspections to verify that the work accomplished by maintenance providers is, in fact, performed in accordance with the air carrier's CAMP. Chapters 65 and 37 provide the guidance for the air carrier's CASS system. The air carrier's CASS is normally the system that provides the process measurement and controls for the air carriers outsource maintenance program.

A. Evaluation/Assessment. ASIs with oversight responsibilities for air carriers are required to use the ATOS EPI DCT Element 1.3.7, Outsource Organization, for the outsource maintenance program/system performance assessment/inspection of part 121 operators. Detailed description of the EPI and general guidance for the use of the tools can be found in Order 8300.10, Volume 1, Chapter 16, Evaluating Part 121 Air Carrier Programs With Safety Attribute Inspection (SAI) and Element Performance Inspection (EPI) Data Collection Tools (DCT), and Order 8400.10, appendix 6.

B. Downloading and Saving Word Versions of EPIs. To ensure that the SAIs and EPIs you are working with are current, it is recommended that "copies" be obtained by going to FSIMS and clicking on the publication menu to access copies of SAI or EPI. You will be able to download Word versions of the SAIs and EPIs with or without job task items. The elements are constantly being updated. During the time when, the evaluation your certificate management team (CMT) is working, revisions may be in process. For that reason it is recommended that a copy be downloaded from the Web site as soon as possible at the time of the evaluation/assessment and that copies be archived so that they become the desired version of the element for the duration of the evaluation.

C. Using the ATOS element 1.3.7 EPI, ASIs will conduct performance assessments to validate that an air carrier's outsource maintenance program/system continues to meet regulatory standards and produce intended results. The regulatory standards guidance can be found as identified in Order 8300.10, vol. 2, ch. 69, and below:

> **NOTE: The air carrier's airworthiness responsibility does not stop at the original OMP; it continues with the subcontractors of the original OMP. The air carrier must address these second- and third-level OMP issues and how the air carrier's CAMP requirements are accomplished at all levels of OMP.**

(1) It is sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with the applicable regulations and standards prescribed and approved by the Administrator.

(2) Written Contract, Verbal Contract, Work Order, Repair Order, Service Request, should be considered part of a certificate holder's program covering other maintenance, preventive maintenance or alterations required by § 121.367 that ensures the work is performed IAW their manual.

(3) Maintaining a current of list of persons with whom the certificate holder has arranged for the performance of any of its required inspections, other maintenance, preventive maintenance, or alterations, including a general description of that work. (Ref. § 121.369.)

(4) Determining that each person with whom it arranges for the performance any of its maintenance or required inspections has an organization adequate to perform the work. (Ref. § 121.365.)

(5) Ensuring the certificate holder's inspection program and their program covering other maintenance preventive maintenance or alterations is followed by outsource maintenance providers in performing maintenance, preventive maintenance, and alterations of that certificate holder's airplanes, including airframes, aircraft engines, propellers, appliances, emergency equipment, and parts thereof. (Ref. §§ 121.367, 121.369.)

(6) Ensuring that an outsource maintenance provider has competent personnel, adequate equipment, and facilities for the proper performance of the work that the certificate holder has arranged for them to perform (reference § 121.367). Ensuring that no person is used to perform a required inspection item (RII) unless he or she holds the appropriate certificate, is properly trained, qualified, and authorized by the certificate holder to perform that work. (Ref. § 121.371(a).)

(7) Ensure all maintenance items designated RII have been inspected by a person authorized by the certificate holder and that that person determined that the work was performed satisfactorily before the aircraft was returned to service. (Ref. §§ 121.369(b)(2) and (6), 121.709(b)(2)(i).)

(8) Ensuring the methods of performing the required inspections were followed when the certificate holder made arrangements with another person to perform a required inspection. (Ref. §§ 121.367, 121.369(b)(3).)

(9) Ensuring the certificate holder's procedures were followed for the reinspection of work performed pursuant to previous required inspection findings, when the certificate holder made arrangements with another person to perform a required inspection. (Ref. §§ 121.367, 121.369(b)(4).)

(10) Ensuring the certificate holder's procedures, standards, and limits necessary for the acceptance or rejection of items required inspected are followed and met when the certificate holder made arrangements with another person to perform a required inspection. (Ref. §§ 121.367, 121.369(b)(5).)

(11) Each person uses the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices and if special equipment or test apparatus is recommended by the aircraft

manufacturer involved, they use that equipment or apparatus or its equivalent acceptable to the 121 certificate holder and the Administrator. (Ref. §§ 43.13(a), 91.403(b), 121.367(a) and (b), 121.369(b)(5).)

(12) Ensuring the certificate holder's periodic inspection and calibration of precision tools measuring devices and test equipment procedures, standards, and limits for the performance of the work that it has made arrangements with an outsource maintenance provider to perform, are met. (Ref. §§121.367, 121.369(b)(5).)

(13) Ensuring the duty time limitations of § 121.377 are met for persons used by the certificate holder to perform maintenance. (Any outsource maintenance provider.)

(14) Determining that the training requirements of § 121.375 are met by the certificate holder's or the outsource maintenance providers training program.

(15) Ensuring the certificate holder's procedures for preparing an airworthiness release or appropriate entry in the aircraft log are followed after maintenance, preventive maintenance or alterations have been performed on an aircraft by an outsource maintenance provider. (Ref. § 121.709(b)(1).)

(16) Ensuring the certificate holder has all the records from maintenance providers required for the issuance of an airworthiness release has been met before the aircraft is released to service. (Ref. § 121.380.)

(17) Performing receiving inspections on products that outsource maintenance providers have performed work on. These inspections should include a review of a teardown or buildup report to ensure airworthiness directive compliance and the procedures and standards for the certificate holder's inspections, checks, service, repair, and/or preventive maintenance, checks, or tests prescribed in its manual were met. Also, that the component parts, accessories, or appliances are maintained in an airworthy condition IAW the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. (Ref. § 121.367.)

(18) When a certificate holder makes arrangements with a person to perform work that **does not** have the authority under § 43.7 to approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service for the work they performed, the certificate holder must approve it for return to service under the authority of § 121.379 or have it approved for return to service by a person authorized by § 43.7 as applicable. In either case, the certificate holder must have a control in place to ensure the work was performed IAW the requirements of its CAMP and maintenance manual. The certificate holder's manual must include the instructions and information necessary for personnel to determine the adequacy of the work performed for the approval for return to service of an aircraft, airframe, aircraft engine, propeller, appliance, or component part that has undergone this type of maintenance. (Ref. §§ 91.407(a)(1), 121.135(a)(1), 121.367(a), 121.379(a) and (b).)

(19) When a certificate holder requests authorization to have an organization perform substantial maintenance for them, they must request an amendment to their OpSpecs (Opspec D091).

7. TASK OUTCOMES. Complete PTRS/ATOS SAI and EPI DCTs.

A. Comment Fields.

(1) Inspectors will validate the overall effectiveness of their assigned certificate holders' management and oversight of outsourced maintenance.

(2) All comments should be written in clear, concise language. Explanations should be complete and descriptive, with as much information as necessary for other CMT members to understand the comments without requiring further information from the inspector. Comments submitted should include who, what, where, when, why, and how. References should be entered when appropriate.

B. EPI Recording. Enter all the information you have available from each activity. At a minimum, every inspection activity should include Activity Start Date, Activity End Date, and Departure Point/Location. If the inspection activity involves an aircraft, the registration number and make, model, and series should be entered. Record the results of the evaluation and any discrepancies found in the PTRS or ATOS program.

C. Non-ATOS. Inspectors accomplishing the EPI will record information that they deem to be essential under activity code 3640 or 5640 in the PTRS IAW standard PTRS practices. Enter the "Affiliated Designator" data field, where appropriate when completing PTRS transmittals, or list the

name of the maintenance provider in the "National Use" block for uncertificated facilities.

(1) If the evaluation/inspection was accomplished on a nonsubstantial maintenance provider, use activity codes 3624 (maintenance) and 5624 (avionics) to track inspection observations at an outsource maintenance provider that does not perform substantial maintenance for the operator.

(2) Records of inspections should provide clear, objective, factual statements of what was observed and which area in the 1.3.7 SAI was evaluated. Inspectors will record information that supports conclusions (positive or negative) about the system in the PTRS "Comments" section. Comments associated with "No" answers to DCT questions will include the question number at the beginning of the comment narrative. The recording requirements for surveillance activities in PTRS for OpSpec D091 outsource maintenance provider/facilities have been revised. Additional PTRS activities have been added to describe the initial evaluation of an OpSpec D091 outsource maintenance facility, an on-site inspection of that facility, an evaluation of the contractual agreement between the air carrier and the maintenance facility, and a method to record a review of any revisions to that agreement codes 3338 and 5378.

D. ATOS CMTs. Inspectors will record EPI information in accordance with 8400.10, appendix 6, and the ATOS Automation Users Guide.

NOTE: Canadian AMOs are not part 145 certificated repair stations.

E. AMOs do not have PTRS designators. When entering the results of the inspection into the PTRS database, place the AMO name and operating number as it appears on the TC operating certificate.

F. FAA Form 8000-36, Program Tracking and Reporting Subsystem (PTRS) Data Sheet, blocks titled "Non-Cert Activity Name/Company."

G. ASIs will use the "Affiliated Designator" field, as appropriate, when completing PTRS transmittals, or list the name of the maintenance provider in the "Non-Cert Activity Name/Company" block if a PTRS designator does not exist.

9. FUTURE ACTIVITIES. Continuous Monitoring. The process of risk management is continuous. The certificate holder must continuously update its programs and allocate its resources and activities to meet changes in its operating environment. Inspectors must emphasize this continuing responsibility to air carrier management personnel.

FIGURE 132-1. DESCRIPTION AND DEFINITIONS FOR NEW PTRS ACTIVITY NUMBERS

APPLICABLE 14 CFR Part(s)	PTRS ACTIVITY NUMBER	SURVEILLANCE	AFFILIATED DESIGNATOR
121	**3640/5640 Revised**	Element Performance Inspection (EPI) 1.3.7 Outsource Organization is required for 121 Oversight and may be used by 125, 129, and 135 conducting inspections to validate system performance of air carrier's substantial maintenance provider (OpSpec D091) outsource maintenance provider/facility). PTRS description: SURVL/INSP SUBSTANTIAL/MX/ PROVD	**Required**
119, 121, 125, 129, 135	**3624/5624 New**	Element Performance Inspection (EPI) 1.3.7 Outsource Organization is required for 121 Oversight and may be used by 125, 129, and 135 conducting inspections to validate system performance of outsource maintenance provider / facility not covered under the substantial maintenance provider OpSpec D091). PTRS description:/ SURVL/INSP NON-SUBST/MX/PROVD	**Required**
119, 121	**3617/5617 New**	The SAI Design Assessment 1.3.7 Outsource Organization is required for 121 oversight and be used by 145 and 135 to ensure, demonstrate, verify, and document that the Air carrier's programs and processes integrate Regulatory compliance and Safety Attributes. PTRS description: SURVL/OPER/INSP OUTSOURCE ORG	**Optional**